

Forbes, of the Imperial Light Horse, had his shoulder shattered by a Mauser bullet at Elandslaagte, and even now can scarcely stand. Lieut. Morris, the other officer, was struck by a piece of shell just as the same action was commencing, but he luckily put a bandage round his head and went through the battle.

"I have only a very hazy recollection of the fight," he said to a *Daily Mail* representative. "I know my battery shelled the Boers and that they shelled us, and that's all I can say for certain. Where am I going now?" he continued, and craned his neck to see round the corner of the patch he was wearing over his right eye, with the pathetic action of a half-blind man. "Why, to Woodville to be certified 'fit.' I am sailing for the front on Saturday, of course," and he steadied himself against the table with a shaking hand.

A brave idea, but an impossible one.—*Tanjan Times.*

HAPPY SINGAPORE!

The following motion was made in the Singapore Legislative Council, on 27th ult.:—

"Whereas it is expedient to make certain alterations and improvements to the Supreme Court Buildings, Singapore, and whereas plans have been prepared and laid on the table and whereas the total cost of the said alterations and improvements is estimated at \$450,000 and it is further necessary to provide temporary accommodation for the Courts during the progress of the work on an estimated expenditure of \$100,000, it is hereby resolved that the sum of \$450,000 be appropriated for this purpose, to be included in the Supplementary Supply Bill 1900."

It is equally "expedient" to make certain alterations and improvements to the Supreme Court Buildings, Hongkong, but somehow everything in this colony manages to get shelved indefinitely. The new Supreme Court will probably come with Canton Railway and the bridge to Kowloon.

THE Peking Coup d'Etat and the Singapore Chinese.

The recent telegrams from the North published in this paper have, says the *Singapore Free Press*, caused a profound feeling of suspense and sorrow among the Chinese in Singapore. Several prominent Chinese *literati* were completely prostrated with emotion on receipt of the telegram announcing the Emperor's death. "I have strongly wept like children who have lost their parents. Such a sight has never been seen here," said one of the Chinese *literati*. The reassuring news of yesterday had had the effect of stimulating the Chinese further excitement, on the Emperor's death, and the following telegrams were despatched:

1. To Tangli Yamen—*Urgent upon the Emperor's death, the absolute necessity of saving the Emperor's life, or else the Chinese subjects will surely sacrifice their lives.*

(The above is in Chinese figure code).

2. To the British, American, and Japanese Ministers at Peking, individually—

"All Chinese *literati* beg you to use your influence to save the Emperor's life."

A telegram was received in Singapore from Singapore stating that a strong protest against the usurpation has been sent to the Tangli Yamen by the Chinese there.

WHEN BULLETS ARE FLYING.

What are the feelings of an officer when, for the first time, he leads his men into battle? asks a writer in *Chambers* for November. This is a question which the soldier himself alone can answer, and we suspect that a good many would be unwilling to go too closely into the subject. The form of a bullet, the shriek of a shell, the hum of a cannon shot, must be, and always has been, extremely trying to the inexperienced warrior. A certain officer, who professes on his occasion to be nameless, has frankly described his first experience in battle. "We were advancing to the scene of operations," he says. "On entering a strip of wood it occurred to me that my men being recruits, would not fight well on horseback, and so I ordered them to dismount. This, of course, stopped the whole body of the army behind the regiment. While the men were leisurely tying their horses, an officer came up at a furious gallop and asked peremptorily: 'What have you done? You have stopped the army! What are you doing?' I stopped here for a moment, and in a moment, and bade my men move out of the wood. In the meantime my scabbard got itself hopelessly entangled in a bush, and the more I tried to get it loose, the more it stuck the faster? So I told my men to form at the edge of the wood and wait for me. They cut the straps and left my broken scabbard in the bush while, with naked blade flashing in my hand, I rushed to the front. Not a man could I find. They were anxious to see the fun, and had run over the brow of the hill, and scattered along the whole length of the line. After infinite difficulty, many words, and more temper, I got them together again. I bade a distant caution, and at the same instant saw the ball high in the air. As near as I could calculate, it was going to strike exactly where I stood, and I dismounted with remarkable agility, only to see the missile of war pass six feet overhead. I felt rather foolish as I looked at my men, but a good deal relieved when I saw that they, too, had all quaked on the ground, and were none of them looking at me. I quickly mounted again and commanded them to 'stand up.' We were ordered to charge soon after, and my men moved forward bravely. We passed some dead and wounded, the first sad results of real war. As I had ever seen. At night black clouds overspread the sky, the rain fell in torrents, not even a camp fire could be kept to light up the impenetrable gloom. I stretched myself upon the ground. The pale, rigid faces that I had seen turned up to the evening sun appeared before me, as I tried in vain to shield my own from the driving rain, and as the big foot of a comrade blundered round in the darkness splashed my eyes full of mud. I closed them in my first sleep upon a battle-field."

AMERICA ASKED TO INTERVENE.

BRUSSELS, January 4th.

Senator Le Jeune, former Minister of Justice and now member of the Belgian Council of State, presided at a meeting in this city today of the committee recently formed to organize a movement in Belgium in support of an address to President McKinley, appealing to him to mediate in favour of peace between Great Britain and the Transvaal. Among those present were M. La Fontaine, former Senator, several members of the Chamber of Deputies, several professors of the University of Brussels, and a number of other prominent men, most of them members of the Universal League of Peace.

The petition to President McKinley reads as follows:—

"We, the undersigned, who are citizens of Belgium, and who are of the opinion that the peace of the world, the undersigned address a most pressing appeal to your Excellency in favour of mediation, which you alone can offer. They beg you to fulfil the sacred duty of human brotherhood."

THE FRANCO-GERMAN WAR.*

It is thirty years now since the greatest war in history, if judged by the numbers engaged, the limited area of the struggle, and the implements of war employed, made a shambles of France and resulted in the consolidation of the German Empire. The Napoleonic Wars made as much noise and have been rendered even more brilliant on the pages of the historian by reason of the extraordinary personality of the man whose ambition convulsed Europe, and whose reputation has suffered no eclipse by the lapse of years. But for sheer horror, for the bloody effect of war on a large scale, nothing is comparable with the Franco-German War of 1870-71. Two great nations hurled themselves against one another, each armed with the most modern weapons of war, each putting forth its entire strength, with the result that one was completely vanquished and the other acknowledged the greatest Military Power in the world.

Other nations have passed through a similar crisis, which resulted in their collapse or new birth; but in their case the crisis happened before the age of science, when it has enlightened mankind, has also increased the forces that work for destruction. England, France, and America passed through the ordeal and became great. Germany's trial happened only thirty years ago in circumstances the full horror of which has never been realised, but with a result as deplorable as any that history can show. This history of the war, which has been written by generals and other officers of the German Army who took part in it, is intended for popular perusal, and has had an immense vogue in Germany. It is an attempt to make more prominent the human interest of the war, to present a picture of what happened, rather than a scientific analysis which could only be of use to and understood by experts in the science and art of war. A book compiled from the isolated contributions of writers working more or less independently of each other cannot be a work of art, still less a work of reference to students. But it gives a more or less detailed and general account of what happened, and the reader is left with a clear idea of the immense issues involved, of the gigantic forces at work, of the horror, the heroism, the tragedy, and consummation of the deed, the struggle which resulted in the birth of a new Empire, and the humiliation of another which till then had been the first Military Power in Europe for several centuries. The book is divided into four parts. The first deals with the origin of the war and the preparations for it. The second is concerned only with the military history of the war. The third is devoted to the political history, and the fourth to the civil history of the war. The programme is sufficiently comprehensive, and all the writers are more or less of European reputation. The account of the origin of the war is written by Dr. Julius V. Dillig (Hartung, Keeper of the Royal Archives and Professor Emeritus in the University of Berlin, and is one of the most interesting contributions to the work. Because he was then a weak man, enfeebled by infirmities, the Emperor Napoleon consented to a war which he did not desire, which he could not gain much from, which in his heart he feared and hated. But the French Press then, as now, was ignorant of fear. It desired glory, it demanded fresh conquests to feed the national pride.

Prussian preparations were made without much talk about it. Silently and busily Moltke perfected his scheme of mobilisation and drew up his plan. He bubbled and boiled as if in a witch's cauldron. The military history of the war is written by General von Kirchhoff, who was one of the principal actors in the drama. He is a man of letters, and his account is written clearly and shortly with little rhetorical effect. There is nothing in the volume comparable with some of Zola's chapters in his great novel "La Débâcle"; but they serve the purpose for which they are intended. In the account of the battle of Worth you come across this characteristic bit of enthusiasm:—"In the evening, whilst the General von Kirchhoff was among the King's Grenadiers, the Crown Prince happened to come by, and, on catching sight of him, hastened up to him with outstretched arms, embraced and kissed him with warm words of gratitude. An example of genuine German affection on the blood-stained field of battle—the royal son of Hohenzollern and his general!" It was truly a bloody day that 6th of August, 1870. The German Army alone lost 480 officers and 10,553 rank and file. The French lost 10,000 dead and wounded, 60,000 unwounded prisoners, and 5,000 captured. The account of the Army of the Marne and Sedan is very full and vivid. The battle of Gravelotte and St. Privat-Montagne is also described at considerable length. There the Germans won a great victory, but again their loss was terrific, for the losses of the whole Army amounted to 890 officers and 20,000 men. Surely enough as one reads this volume it becomes apparent how from the first the French were over-matched. Moltke reigns supreme. There is an interesting saying of his quoted to the effect that in war one has to deal with probabilities, and that the most probable is the one which will actually happen. How far his theory was justified by the French it is not easy to say. For whether they did right or wrong, they seem to have stood no earthly chance with the generals they had. The volume is profusely illustrated with portraits of most of the men whom the war made famous, with elaborate pictures or reproductions of pictures of striking events, and maps of the various battles. The history of the Franco-German War may yet be written in less bulk and with even greater lucidity; but the present volume is a notable undertaking worthily carried out.—*Morning Post.*

AMERICAN INDIFFERENCE TO PHILIPPINE TRADE.

A correspondent of the National Association of Manufacturers, (United States), who has spent many years in the Far East, writes from Manila:—"At this distance it is difficult to understand the reason why the merchants and manufacturers of the United States are so indifferent about the trade of the Philippines. It is different about the trade of the government, or an American ship too far away? 'The situation is this; so far there is not a single American firm of repute and standing established here, and there is no business of any importance doing with the United States. All the bigging articles in the newspapers are bluff. Of course Pabst and Schlitz and others sell beer, several concerns do a business in canned goods, but all that is more or less a camp followers' trade and what we call general merchants' business in the Far East. The Seligman's talked about opening a bank here before Mr. New York's papers reported that the Chicago concerns that are to start national banks here, steamship companies are to be contemplated for direct service between the States and these islands, but actually the British merchants and British capital continue to hold the supremacy."

AMERICAN INDIFFERENCE TO PHILIPPINE TRADE.

Considerable apprehension is expressed by officials of the United States War Department, says a Washington dispatch, for the safety of the transport *Victoria*, which left San Francisco for Manila during the middle of October. Quartermaster General Ludington has sent a cablegram to Major-General Otis requesting him to take such action as he may deem proper in determining what has become of the ship or determining what has become of the ship. *Victoria* is not a passenger transport, but a freighter, which was employed to convey army supplies to the Philippines. She has no troops aboard. In making the contract for chartering the vessel Major O. F. Long, Quartermaster at San Francisco, used the regular form under which the Government is released from liability in case of the loss of the ship.

The transport *Victoria*, on which the underwriters are now paying a percent re-insurance, left San Francisco on October 18th, and was spoken by the transport *Turkey* on November 9th. At that time the vessel was reported to be in the vicinity of the Philippines, but the captain of the *Turkey* refused to say there was no danger.

MAN KILLED BY LIONS IN VIENNA.

One of the animal keepers at the Vienna Zoological Gardens is reported to have entered the cage of the lions in a spirit of bravado, and six lions rushed upon him and tore him to pieces. The attendants sought in vain with flaming torches and streams of water to drive the wild beasts from their victim.

LEGAL COSTS IN SCOTLAND.

A *propos* of legal costs in Scotland, a correspondent writes to the *Times*. "Some eight years back an aunt of mine died in Scotland, leaving a sum of £6 in the hands of trustees for the maintenance and education of my children. The trustees renounced, and the Court of Session in Edinburgh, to whom the case was remitted, appointed a judicial factor to administer the bequest at the rate of 10 per cent. At the end of five years I received notice from the judicial factor that the fund was exhausted to him for an account. I received it last month, just ten months after my application. I had in the meantime made several other applications for the account. I append copy of the document:—'Paid last cost of my appointment as factor, £191 13s 4d; further cost, £54 15s 10d. Factors' expenses, £23 11s 11d; retained in hand against my discharge, £24 15s 11d; cheques to you, £36 12s 4d; total, £405 10s 10d. According to Scotch procedure, which is frequently said to be so much cheaper than in England, it costs £293 7s 10d to administer a bequest of £600, leaving a poor Scotsman, myself, I can only exclaim with my friends, 'What a countryman, the immortal Basil Dunsinville!—1840-1900!'"

HOW I MISSED CHAMBERLAIN.

Happening to be in London on Sunday, writes Mr. Leblond in *the Morning*, I said to myself, "I live all alone in the streets. The English are drinking whisky at home, and are not likely to ask me in the public buildings are closed, the theatres will not be open. . . . Supposing I interviewed Chamberlain? What a good idea!"

It was a capital idea, which would have made reporters of the Old and New World laugh for they all know that it is possible to interview the Prince of Wales and the Pope, but not to interview the Right Hon. Mr. Chamberlain.

I myself, who am blessed with a more than British *sang-froid*, and who rarely let any play of feelings or feelings that agitate me, could not resist the feelings of a light-headed, never, never had at least one interview with Mr. Chamberlain. Very well, I would interview him. All right. At four o'clock I took the train at Euston. The next morning in Birmingham at nine o'clock I hailed a cab.

Here, to understand what follows, I ought to mention, by way of parenthesis, that you must know that I devoted my youth to the study of the English tongue, and that I still retain several scraps of the excellent method called *Alfred's*.

I say to my cabman: "To Highbury—Mr. Chamberlain." "I get you, sir. Neither horse, cab, nor driver, however. I did not understand. I am sorry, but I cannot go to Highbury." My cabman did not inquire at a giddy gallop towards the man whose reputation has spread to the furthest corners in South Africa. I repeated three times the name of the famous Minister, and I was going to do so again, when the driver interrupted me with a loud "Oh!" and leaned down smiling, "Mr. Chamberlain?"

I doubt whether the habit that they have in England of abbreviating thus, in the most familiar way, the names of the most illustrious persons be a mark of respect, that one owes always to the great ones of the earth. In France we have a different notion of politeness. The cab stopped and got out. I rang the bell. . . . and I stayed my letter to the woman at the door with my most seductive smile. She replied to my advances by speaking very fast, with the result that I did not understand. When one has learnt English by Alfred's method one does not understand if one is spoken to very fast. . . . Presently the butler said to me, "Mr. Chamberlain or secretary?"

"Not secretary," but Mr. Chamberlain said, "This was enough," he made me follow him through a vestibule, he stopped in the study. There the man pointed up to the ceiling and said to me:

"Mr. Chamberlain is in his bed."

The Minister was in bed, and it was ten o'clock and they were fighting on the banks of the Modder River. Without taking into account very carefully what use there was in Chamberlain being out of bed while his troops were being in South Africa, the thought that he was still in bed upset all the ideas which I had held till then about a real statesman.

After half an hour the secretary came in. He was late, very much occupied, and very much out of breath. Our introduction was difficult but rapid. We were both equally strong in foreign languages. He turned to me, "Newspaper gentleman?"

"Just so," said I. "I am a gentleman who writes in the papers."

Then he said, "Mr. Chamberlain has never, never, never received newspaper gentlemen."

"I called up all the resources of my method and said, 'Mr. Chamberlain has never received newspaper gentlemen, but he will receive me.'"

The secretary was quite put out of countenance. He signed to me to wait till his master came down.

The secretary opened the door, I caught sight of the illustrious statesman. I was about to throw myself on him. But the secretary was before me, and went out shutting the door in my face. Ten minutes later he returned saying, "Never! never!"

I was baffled. . . . I repeated to the secretary who accompanied me to

AMERICAN TRANSPORT MISSING.

the door the phrase which the waiters had taught me by coming to ask every night what I would take in the morning: "What will Mr. Chamberlain take in the morning?"

He answered me quite amiably while saying good-bye, "Tea and toast."

I took my final leave and went back to London. I had learnt at Birmingham in the morning that Mr. Chamberlain was taking "Tea and toast." I learnt in the evening in London that the Boers had taken 700 of General Gatacre's men prisoners.

All right!

SHIPPING REPORTS.

Captain Gedy, of the steamship *Glengarry*, from Moji, reports:—Strong N.W. winds and high confused sea to Chapel Island, from thence to port moderate winds and fine weather.

Captain P. Garriock, of the steamship *Whampoa*, from Wuhu and Chinkiang, reports:—Light N.W. winds to Tung Yung, thence to port strong to moderate monsoon and moderate sea.

Captain S. Gibson, of the steamship *Haitong*, from Tamsui, via Amoy and Swatow, reports:—Tamsui to Amoy strong easterly gale, high sea and rainy weather. Amoy to Swatow moderate N.E. wind and sea, cloudy weather. Swatow to Hongkong light breeze and fine clear weather. Vessels in Amoy on the 7th inst.:—*Changchueh*, in Swatow on the 8th:—*Taiwan*, and *Chili*.

NOTANDA.

CALENDAR.

FEBRUARY.

Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 0.76

TO-DAY.
WEATHER REPORT.
On date at 4 p.m.
Barometer 30.27
Thermometer 54
Humidity 81
Rainfall 0

TO-MORROW.

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TO-DAY.

WEATHER REPORT.

Entertainment.

THEATRE ROYAL,
CITY HALL.HONGKONG AMATEUR DRAMATIC
CLUB
WILL GIVE
FIVE PERFORMANCESTHE YEOMEN OF THE GUARD,
OR
THE MERRYMAN AND HIS MAID.W. S. GILBERT & ARTHUR SULLIVAN,
ON
MONDAY, 12th February.
THURSDAY, 15th "
SATURDAY, 17th "
SATURDAY, 24th "
MONDAY, 26th "

Commencing each Evening at 9 P.M. precisely.

Dress Circle and Stalls \$3
Half-price to the 1st for Soldiers, Sailors,
and Police in Uniform.Tickets can be obtained at the Booking
Office of the Theatre, CITY HALL, on and after
MONDAY, the 5th February, at 10 A.M.The Booking Office will be OPEN daily
from that date from 10 A.M. to 4 P.M. except
on Race Days, when it will be Open from 10
A.M. to 12 NOON.Late Trans will run 1 hour after the fall of
the curtain.H. C. NICOLLE,
Acting Manager.
Hongkong, 29th January, 1900. [125b]

Auctions.

GOVERNMENT NOTIFICATION.
No. 33.THE following Particulars of Sale of Crown
Land by Public Auction, to be held at the
Office of the Public Works Department, on
MONDAY,the 12th day of February, 1900, at 3 P.M.,
are published for general information.By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 27th January, 1900. [148b]Particulars of the letting by Public Auction
Sale, to be held on Monday, the 12th day of
February, 1900, at 3 P.M., at the Office of
the Public Works Department, by Order of
His Excellency the Governor, of One Lot of
CROWN LAND, at Wanchai Road, in the
Colony of Hongkong, for a term of 75
Years, with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of Her
Majesty the Queen, for one further term of
75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1483	Wanchai Road	177 ft. 6 in. by 177 ft. 6 in.	31,382	\$250	\$250

GOVERNMENT NOTIFICATION.
No. 34.THE following Particulars of Sale of Crown
Land by Public Auction, to be held at the
Office of the Public Works Department, on
MONDAY,the 12th day of February, 1900, at 3.15 P.M., are
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J. H. STEWART LOCKHART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 27th January, 1900. [149b]Particulars of the letting by Public Auction
Sale, to be held on Monday, the 12th day of
February, 1900, at 3.15 P.M., at the Office
of the Public Works Department, by Order of
His Excellency the Governor, of One Lot of
CROWN LAND, in the Colony of Hongkong,
for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1484	Queen's Road	177 ft. 6 in. by 177 ft. 6 in.	31,382	\$250	\$250

PUBLIC AUCTION.

MR. H. N. MOY has received instructions
to Sell byPUBLIC AUCTION,
at the Offices of Messrs. E. D. SASSOON & CO.,
Duddell Street,on
THURSDAY, the 1st March, 1900,
at 3 o'clock, P.M.ALL THAT VALUABLE
PEAK PROPERTY
known as "CHEGGAN."The Property contains a total Area of 75,519
square feet, and is held for the residues of two
several Terms of 75 years from the 10th
December, 1877, and the 10th December, 1878,
respectively, and is subject to the Annual
Crown Rents of \$1541 and \$285.For further Particulars, apply to
Messrs. DEACON & HASTINGS,
Vendors Solicitors,
or to the

AUCTIONEER.

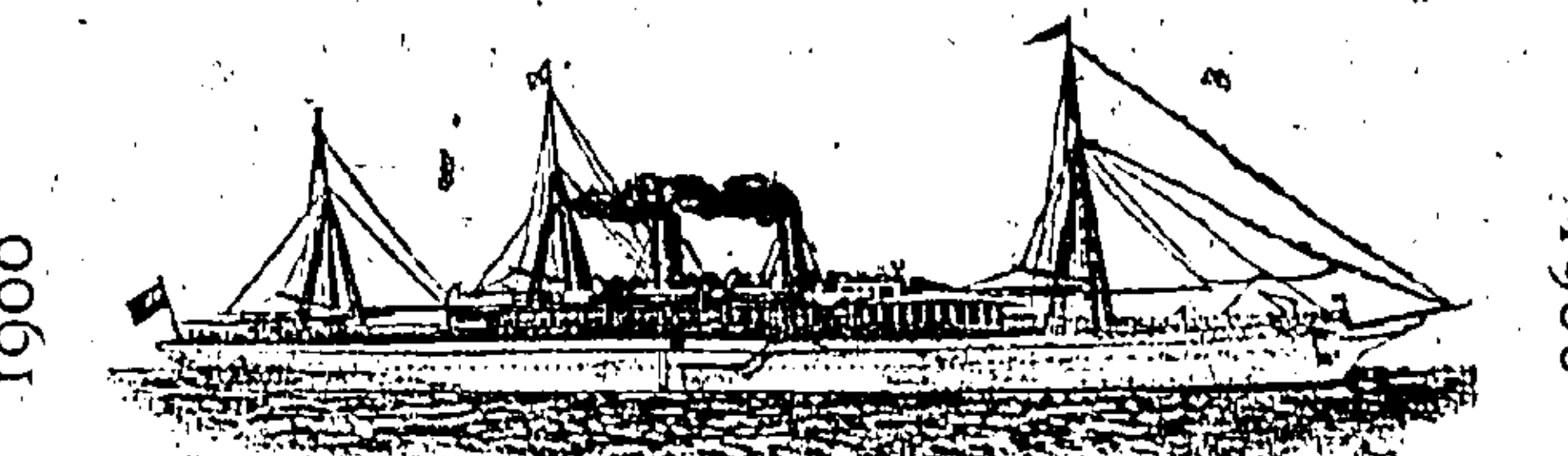
Hongkong, 6th February, 1900. [151b]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE
BOARD YACHT GENIA. Length
over all 26' 6", Water Line 17' 3", Beam 5'.
All Lead Ballast. At present in cruising order.
For Particulars, apply toc/o This Office.
Hongkong, 26th January, 1900. [116b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS,
of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DISTINCTLY OWNED MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pulley Street.

Hongkong, 17th January, 1900. [3]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenora...[3750] R. D. Jones...Feb. 13.

Calling at SHANGHAI.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
TION COMPANY.

Aberdeen...[3777] J. Munro...Feb. 10.

THE attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to Europe may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points application.

Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 9th February, 1900. [4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Carmarthenshire...[3,929] about Feb. 10.

Belgian King...[3,379] about Feb. 21.

Thyra...[3,406] about Mar. 6.

Luby Jolney...[3,406] about Mar. 31.

THE Steamship

"CARMARTHENSIRE,"

will be despatched for SAN DIEGO and
SAN FRANCISCO, VIA KOBE, YOKO-
HAMA and HONOLULU, on or about

SATURDAY, the 10th February.

Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to Points beyond San Francisco, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Francisco.For further information as to Freight or
Passage, apply toBUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [28]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama, and Honolulu) Tuesday, 13th Feb.,
at Noon.Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama, and Honolulu) Saturday, 10th Mar.,
at Noon.Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama, and Honolulu) Thursday, 5th April,
at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on TUESDAY, the 13th February, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Passengers who have paid full fare, re-em-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 22nd January, 1900. [2]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barclay, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c., on SATURDAY, the 17th
instant, at Noon, taking Passengers and Cargo
for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 3rd February, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"HIZUMI MARU".....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI (WOSUNG), Kobe and YOKOHAMA.....	MONDAY, 12th Feb., at 4 P.M.
WAKASA MARU.....	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 23rd Feb., at Daylight.
KASUGA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 23rd Feb., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.A. S. MIHARA,
Manager.

Hongkong, 7th February, 1900. [6]

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)HAMBURG-AMERIKA
LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HOLSTATH.....	HAVRE and HAMBURG.	14th February.
Baltic.....	(LONDON with transhipment in HAMBURG)	About 4th March.
ALESIA.....	BORDEAUX, HAVRE & HAMBURG.	About 16th March.
Knuth.....	(LONDON with transhipment in HAMBURG)	About 18th March.
*SAVOIA.....	HAVRE and HAMBURG.	About 18th March.
Astoria.....	(LONDON with transhipment in HAMBURG)	About 18th March.
Hildebrandt.....	NEW YORK.	About 31st March.
SANONIA.....	HAVRE and HAMBURG.	About 31st March.
Krech.....	(LONDON with transhipment in HAMBURG)	About 31st March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Thursday, 22nd Feb.,
at Noon.NIPPON MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon-
olulu) Tuesday, 20th March,
at Noon.AMERICA MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon-
olulu) Saturday, 14th April,
at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA, and HONOLULU,
on THURSDAY, the 22nd February, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be ob-
tained upon application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be marked
to address in full; value of same is re-
quired.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent.
Hongkong, 27th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Alcoa (via Moji, Kobe,
and Yokohama) Thursday, 1st March,
at Noon.China (via Shanghai,
Nagasaki, Kobe, Inland Sea, Yokohama,
and Honolulu) Saturday, 3rd March,
at Noon.City of Rio de Janeiro
(via Shanghai, Nagasaki, Kobe, Inland Sea,
Yokohama and Honolulu) Tuesday, 27th March,
at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO,
via MOJI, KOBE and YOKOHAMA, on or
about THURSDAY, the 1st March, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be ob-
tained upon application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding Orders FOR OVER-
LAND CITIES in the United States have be-
tween SAN FRANCISCO and CHICAGO the
option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting Railways,
and from Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be marked
to address in full; value of same is re-
quired.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelop

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

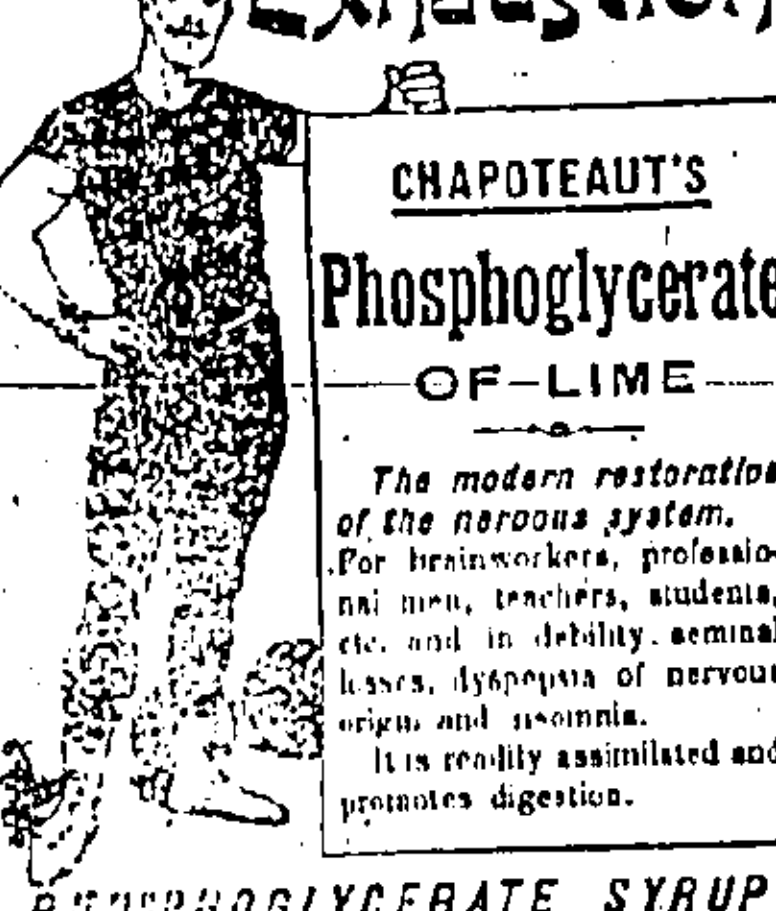
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies—

Milki Coal Mines.
 Kanada Coal Mines.
 Hokoku Coal Mines.
 Yokohama Coal Mines.
 Onoda Coal Mines.
 No. 1, Chugai Coal Mines.
 Ichinomiya Coal Mines.
 Kishima Coal Mines.
 Yoshino Coal Mines.
 Yamano Coal Mines.
 Manoura Coal Mines.
 The Osaka Shosen Kaisha, Ltd.
 Tokio Marine Insurance Co., Limited.
 Meiji Fire Insurance Co., Limited.
 Kanagawa Cotton Spinning Mills.
 Shanghai Cotton Spinning Mills.
 Tokyo Cotton Spinning Mills.
 Imperial Government Paper Mills.
 Onoda Cement Company.
 MITSUI BUSSAN KAISHA,
 M. FUJISE,
 Manager.

Hongkong, 11th December, 1899.

For Nervous Exhaustion



CHAPOTEAU'S
 Phosphoglycerate
 OF LINE
 The modern restoration
 of the nervous system.
 For neurasthenia, professional
 men, teachers, students,
 etc., and in debility, sexual
 organs, dyspepsia of nervous
 origin and anæmia.
 Its results are immediate and
 promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

e, rue Vivienne, PARIS-FRANCE

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.
 Angus, Mrs. John
 Bailey, Mr. W. S.
 Barber, Mr. J. N.
 Barlow, Mr. B. J.
 Bert, Mr. C. L.
 Bird, Col. Jas.
 Blackburn, Com. R. N.
 Blanchamp, Mr. & Mrs.
 Blanchet, Mr. E.
 Bottemann, Mr. and
 Mrs. A. H.
 Bowyer, Mr. M. D.
 Brewer, Miss M. D.
 Broome, Mr. F. S.
 Brooks, Mr. F. W.
 Brooks, Mr. F. W.
 Byrd, Mr. J. C.
 Carter, Mr. H. B.
 Chapman, Mr. T. P.
 Church, Mr. and Mrs.
 W. T.
 Clark, Dr. and Mrs. F.
 Cluckshank, Mr. J.
 Davis, Mr. and Mrs. P.
 A. and maid
 Dawson, Comdr. and
 Mrs. Pusey
 De Roche, Mr. P. C.
 Drake, Mr. and Mrs.
 A. M.
 Drum, Miss
 Earnshaw, Mr. & Mrs.
 Eddy, Miss T. H.
 Fleischer, Mr.
 Fleury, Mr.
 Forrester, Mr. G.
 Fuller, Mr. B. H.
 Glover, Mr. G.
 Godard, Capt.
 Griffin, Mr. and Mrs.
 Hall, Mr. R. J.
 Hamilton, Mr. W. H.
 Horsey, Mr. and Mrs.
 H. H.
 Howard, Mr. T.
 Hudson, Mr. H. N.
 Hutchinson, Mr. R. W.
 Jeffries, Major & Mrs.
 Johnson, Mr. L. E.
 Joseph, Mr. and Mrs.
 E. S.
 Julbert, Mr. L.
 Keith, Mr. E. A.
 Kingston, Mr. P.
 Krafte, Mr. P.
 Lambie, Mrs. J. E.
 child and maid
 Leggett, Mr. E. C.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bermadog, Mr. Louis John, Major C. R. St.
 Brayne, Mr. H. F. R. Kofod, Capt. G. R.
 Brown, Colonel
 Bure, Mr. P.
 Carrington, Sir John W.
 Clarke, Capt. and Mrs.
 A. C.
 Dann, Mr. P. G. H.
 Dow, Mr. P.
 Dwyer, Mr. F. J. Haver
 Ezeikel, Mr. J. S.
 Forbes, Mr. A.
 Fraser, Lt.-Col. A. R.
 Gompert, Mr. H. H.
 Gorges, Colonel E. H.
 Graham, Mr. D. M.
 Gros, Mr. Edward F.
 Hay, Mr. J.
 Ingham, Mr. Chantrey
 Jacob, Mr. F. B.

CRAGIEBURN.

Clement, Mr. C.

Dowling, Mrs. H. G.

Flynn, R.N. Rev. F.

Johnson, Rev. F. T.

Johnston, Mr. R. F.

Libbard, Mrs. J.

Miller, Mrs. M. J.

Miller, Miss Maud

Miller, Miss Carolina

Miller, Miss Julia

Penny, Miss

The Share Market.

LATEST QUOTATIONS.

(February 9th.)

Companies: Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation.

The Bank of China & Japan, Limited.

(Preference) £ 5 Nominal

The Bank of China & Japan, Limited.

(Ordinary) £ 4 1/2 buyers

The Bank of China & Japan, Limited.

(Deferred) £ 1 1/2 buyers

National Bank of China, Ltd.

Do. Founders. £ 8 1/2

Do. Founders. £ 1 1/2

Marine Insurance.

Union Ins. Society of Canton, Ltd.

China Traders' Ins. Co., Ltd.

North China Ins. Co., Ltd.

Yantai Ins. Assoc. Ltd.

Canton Ins. Office.

Straits Ins. Co., Ltd.

Hongkong Fire Ins. Co., Ltd.

China Fire Ins. Co., Ltd.

Shipping.

Hongkong, Canton, & Macao Steamship Co., Limited.

Indo-China Steam Navigation Co., Ltd.

China & Manila S.S. Co., Ltd.

Douglas Steamship Co., Ltd.

China Mutual S.S. Co., Ltd.

China Mutual S.S. Co., Ltd.

China Mutual S.S. Co., Ltd.

Star Ferry Co., Ltd.

"Shell" Transport & Trading Co., Ltd.

Refineries.

China Sugar Refining Co., Ltd.

Luzon Sugar Refining Co., Ltd.

Mining.

Punjom Mining Co., Ltd.

Punjom Mining Preference Shares.

Société Française des Charbonnages du Tonkin.

Queen Mines, Ltd.

Jelabu Mining and Trading Co., Ltd.

Raub Altan Gold Mining Co., Ltd.

Olivers Freehold Mines, Ltd. A.

Olivers Freehold Mines, Ltd. B.

Great Eastern & Caledonian Gold Mining Co., Ltd.

Do. (Preference) £ 1 1/2

Docks, Wharves and Godowns.

Hongkong Dock Co., Ltd.

Hongkong and Kowloon Wharf & Godown Co., Ltd.

Wanchai Warehouse and Storage Co., Ltd.

New Amoy Dock Co., Ltd.

Lands, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd.

Hongkong Land Investment & Agency Co., Ltd.

Kowloon Land and Building Co., Ltd.

West Point Building Co., Ltd.

Hongkong Hotel Co., Ltd.

Humphrey's Estate & Finance Co., Ltd.

Cotton Mills.

Hongkong Cotton Spinning & Dyeing Co., Ltd.

Eco Cotton Spinning & W. Co., Ltd.

International Cotton Mfg. Co., Ltd.

Laau-kung-now Cotton Spinning & Weaving Co., Ltd.

Soy Chee Cotton Spinning Co., Ltd.

Yahloong Cotton Spinning Co., Ltd.

Miscellaneous.

Green Island Cement Co., Ltd.

China-Borneo Co., Ltd.

A. S. Watson & Co., Ltd.

Waddington, Limited.

Hongkong Electric Co., Limited.

Hongkong Electric Co., Limited.

Hongkong and China Gas Co., Ltd.

Hongkong Rope Manufacturing Co., Ltd.

Geo. Fenwick & Co., Ltd.

Hikong High-Level Tramways Co., Ltd.

Dairy Farm Co., Ltd.

Hongkong and China Bakery Co., Ltd.

Campbell, Moore and Co., Ltd.

Bell's Asbestos East-ern Agency, Ltd.

United Asbestos Oriental Agency, Ltd.

Carmichael & Co., Ltd.

Tebrau Planting Co., Ltd.

Tebrau Planting Co., Ltd.

BENJAMIN, KELLY & PORTER, Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

EXCHANGE.

Hongkong, 9th February.

ON LONDON, Telegraphic Transfer.

Bank Bills, on demand, 1/11 1/2

Credits, 4 months' sight, 1/11 1/2

D'iments, 4 months' sight, 1/11 1/2

ON BERLIN, (demand) M. 1/99

ON PARIS, Bank Bills, on demand, 2/44

Credits, 4 months' sight, 2/44

ON NEW YORK, Bank Bills, on demand, 4/7

Credits, 30 days' sight, 4/7

ON HONKONG, Telegraphic Transfer.

On demand, 1/14 1/2

ON SHANGHAI, Telegraphic Transfer.

Private, 30 days' sight, 7/3

On Yokohama, T.T., 4 1/2 per cent. prem.

Sovereign Bank's Buying Rate, 5/10 1/2

Gold 100 touch, per tael, 53 1/2

Bar Silver, 27 1/2

Dollars, 2 1/2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 9th February.

New Patna, 950 per chest.

New Benares, 927 1/2

New Malwa, 890 per picul.

Old Malwa, 950/960

Persian, Oily, cash, 640/650

Persian, paper tied, 875

(Allowance, tails 16)

VESSELS IN PORT.

Steamers.

ABERGELDIE, British steamer, 2,438 J. Murray.

3rd Feb., Portland, Oregon via Japan.

26th Dec., Flour, Doddwell & Co., Ltd.

ATAGASAN MARU, Japanese steamer, 1,253.

7th Feb., Swatow 30th Jan., Ballast.—Mitsui Bussan Kaisha.

BENGLOE, British steamer, 1,993, A. W. S.

Thomson, 2nd Feb., Bussan Kaisha.

JAN, General.—Mitsui Bussan Kaisha.

BENVENUE, British steamer, 1,467, J. Porter.

7th Feb., Singapore 30th Jan., General.—

Gibb, Livingston & Co.

CARMARTHENSIRE, British steamer, 1,878.

Bench, 3rd Feb., San Diego 24th Dec.,

General.—Butterfield & Swire.

CHANGSHA, British steamer, 1,463, T. Moore.

2nd Feb., Sydney 3rd Jan., Port Darwin

10th, and Manila 30th, General.—Butter-

field & Swire.

CHUNSIAN, British steamer, 1,281, J. F.

Messer, 28th Jan., Singapore 19th Jan.,

Timber.—Bradley & Co.

CITY OF LONDON, British steamer, 2,056, R.

W. Scarff, 7th Feb., Tacoma and Victoria

5th Jan., General.—Doddwell & Co., Ltd.

DAPINE, German steamer, 1,292, Th. Nissen.

31st Dec., Kutchinotz 26th Dec., Coal.—

Siemssen & Co.

EMPRESS OF INDIA, British steamer, 3,003.

O. P. Marshall, R.N.R., 23rd January,

Vancouver 1st Jan., and Shanghai 20th,

Mails and General.—C. P. Wm. Finch.

GAELIC, British steamer, 2,591, R. Wm. Finch.

R.N.R., 6th Feb., San Francisco 6th Feb.,

Honolulu 13th, and Shanghai 4th Feb.,

Mails and General.—O. & S. S. Co.

GLENGARRY, British steamer, 1,924, F. R.

Gedye, 8th Feb., Moji 3rd Feb., Coal.—

McGregor Bros. & Co.

GLENGOE, British steamer, 2,399, J. Huiehon.

2nd Feb., Moji 28th Jan., Coal.—Doddwell

& Co., Ltd.

HAINUM, British steamer, 636, A. E. Hodgins.

6th Feb., Tamsui 30th Jan., Amoy 3rd

Feb., and Swatow 5th, General.—Douglas,

Lapraik & Co.

HONGKONG, French steamer, 739, Bastian.

17th Dec., Haiphong and Hoibow 26th

Dec., General.—A. R. Marty.

IBURIA MARU, Japanese steamer, 1,805, T.

Ohumas, 3rd Feb., Muroran 23rd Jan.,

Coal.—Order.

IZUMI MARU, Japanese steamer, 2,235, M. J.

Curnow, 2nd Feb., Moji 25th Jan., General

and Coal.—Nippon Yusen Kaisha.

LIGHTNING, British steamer, 2,123, S. H.

Belson, 6th Feb., Calcutta 20th Jan.,

Penang 27th, and Singapore 30th, General.

David, Sassoon Bros. & Co.

LOOSON, British steamer, 1,920, J. B. Jackson.

6th Feb., Bangkok 27th Jan., and Ang

Lien 29th, Rice and Timber.—Butterfield

& Swire.

MAIDZURU MARU, Japanese steamer, 667, T.

Ogata, 7th Feb., Amoy and Swatow 6th

Feb., General.—Order.

MENMUI, British steamer, 1,980, S. J. George.

6th Dec., Sourabaya and Cheribon 25th

Nov., Sugar.—Indine, Matheson & Co.

PROSPER, Norwegian steamer, 789, Thorsten-

sen, 3rd Feb., Sourabaya 23rd January,

Sugar.—Geo. Stevens & Co.

QUARTER, German steamer, 1,146, H. Johansen.

2nd Feb., Saigon 29th Jan., Rice.—Sander,

Wieler & Co.

ROBERT DICKINSON, British steamer, 1,331,

McDonald, 8th Feb., Polik Papan 31st

Jan., Liquid Fuel.—Arnold, Karberg &

Co.

SACHSEN, German steamer, 5,026, F. Mentz.

7th Feb., Yokohama 27th January, and

Shanghai 4th Feb., Mails and General.—

Melchers & Co.

ST. ANDREWS, Norwegian steamer, 1,971, H.

S. Hergen, 2nd Feb., Cardiff 19th Dec.,

Coal.—Order.

SHANSHI, British steamer, 1,250, Caraghann,

2nd Feb., Samang 22nd Jan., Sugar.—

Butterfield & Swire.

TATEGAMI MARU, Japanese steamer, 1,673, M.

Torneo, 6th Feb., Moji 2nd Feb., Coal.—

Jeffries.

TETARTOS, German steamer, 1,578, T. Desler.

4th Feb., Saigon 30th Jan., Rice.—Siem-

ssen & Co.

TRIESTE, Austrian steamer, 3,203, A. Mits.

7th Feb., Kobe 2nd Feb., General.—

Sander, Wieler & Co.

TRITOS, German steamer, 1,033, P. Lassen.

3rd Feb., Saigon 29th January, Rice.—

Siemssen & Co.

TVR, Norwegian steamer, 1,118, Z. M. Gram.

3rd Feb., Moji 27th Jan., Coal.—Order.

VICTORIA, American steamer, 1,992, John

Panton, 29th Jan., Manila 26th January,

Ballast.—Doddwell & Co., Ltd.

WUHU, British steamer, 1,250, W. Benson.

29th Jan., Hongay 27th Jan., Coal.—

Butterfield & Swire.

Sailing Vessels.

ALLERTON, British ship, 1,938, Toye, 31st Jan.

—Cardiff 8th Sept., Coal.—Admiralty.

BITTERN, British steamer, 309, Thos.

Askin, 13th Jan., Fremantle via Geraldton

10th Jan., Sandalwood.—Siemssen & Co.

BRODERICK CASTLE, British ship, 1,745, O.

Olsen